

NORFOLK LOCAL NEWS.

NORFOLK'S FEBRUARY TRADE.

EXPORTS — SHIPPING — CLEARING HOUSE TRANSACTIONS.

Mr. E. E. Dawes, statistician of the Board of Trade, makes the following statement of the export shipments from the port of Norfolk for the month of February, 1899:

	Amt.	Value.
Coal, ships' use (a).....	8,455	25,455
Corn (b).....	665,680	232,629
Coal (a).....	10,963	23,489
Logs and lumber.....		116,877
Grease.....		9,801
Soap (c).....	471,200	14,136
Staves.....	327,846	15,430
Lard (c).....	2,839,143	170,348
Coke (a).....	2,254	4,608
Tallow (c).....	261,800	7,854
Steel (a).....	477	9,530
Canned beef (c).....	178,600	10,716
Tobacco (c).....	1,022,060	71,553
Flour (d).....	13,444	63,776
Cotton seed oil (g).....	300,900	60,180
Cotton seed meal(c).....	5,178,890	119,766
Pig iron (a).....	6,627	66,275
Copper (c).....	986,017	147,802
Cotton (b).....	16,016	493,073
Cotton waste (c).....	487,759	14,632
Castings.....		60,981
Nuts.....		412
Glucose (c).....	19,485	19,485
Miscellaneous.....		29,481
Wheat (b).....	6,750	4,928
Bark.....		800
Bran (a).....	623	9,889
		\$1,753,827
One month previously rep'd.....		1,067,927
Total two months.....		2,821,754

Note.—(a) tons, (b) bushels, (c) pounds, (d) barrels, (g) gallons, (h) bales.

CUSTOM HOUSE SHIPPING.

The vessels that entered and cleared from the port of Norfolk were as follows:

Number entered, 10, tonnage, 21, 001; cleared, 52, tonnage, 59,791; one month reported, 13, tonnage, 21,525; cleared, 53, tonnage, 91,737; total two months, 23, tonnage, 42,526; cleared, 105; tonnage, 181,438.

Coastwise—Entered, 145; cleared, 117; one month reported, entered, 171; cleared, 160; total two months, entered, 316; cleared, 277.

CLEARING HOUSE.

Clearing House transactions for the two months ending February 28, as compared with the two preceding years, were: Clearings—1897, \$7,295,572; 1898, \$8,039,297; 1899, \$8,937,665. Balances—1897, \$1,100,409; 1898, \$1,155,327; 1899, \$1,816,323.

Still More Counterfeiting.

The Secret Service has just unearthed another band of counterfeiters in a suburb of New York City, and secured a large quantity of bogus \$5 bills, which are so cleverly executed that the average person would never suspect them of being spurious. Things of great value are always selected by counterfeiters for imitation, notably the celebrated Hostetter's Stomach Bitters, which has many imitators but no equals for common disorders like fever, ague, malaria, indigestion, dyspepsia, constipation, nervousness and general debility. The Bitters set things right in the stomach, and when the stomach is in good working order it makes good blood and plenty of it, in this manner the Bitters get at the seat of strength and vitality, and restore vigor to the weak and debilitated. Beware of counterfeiters when buying. Always go to reliable druggists who have the reputation of giving what you ask for.

Publications Received.

THE AMERICAN QUEEN.
The March number of this interesting monthly has been received. It is well illustrated, and has a pretty cover. Four articles on "The Marriage of a Hindrance to Woman's Self-Development" and two complete stories, with numerous hints and papers on "Spring Fashions," enliven its pages. Price, 5c; 50c, per year.

THE REVIEW OF REVIEWS.

The March issue of this magazine is filled with timely and instructive articles by prominent writers, together with a number of good and well selected illustrations and cartoons from the foreign papers. The contents from a sketch of General Oles; The Career of M. Felix Faure; The People of the Philippines; The Condition of Porto Rico; Cuban Leaders in Reconstruction, and many other equally interesting articles. Price, 25c, single; \$2.50 per year. The Review of Reviews Co., New York, N. Y.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Wm. D. Mitchell*

Died at the Monticello.

Mr. C. F. Benchoff, of Baltimore, who has been a guest at the Monticello Hotel for several days, and suffered a stroke of paralysis Wednesday evening, died at 12 o'clock last night.

The deceased was about 57 years of age and followed the vocation of a merchant. His remains will be sent to Baltimore this evening for funeral and interment.

PEOPLE'S FORUM.

NOTE.—The People's Forum being freely open to all parties, classes, persons, views and capacities, the Virginian-Pilot is responsible for none of the statements nor opinions expressed therein, nor for the style in which they are set forth. The ignorant and uneducated shall be heard here equally with the learned.

(Communicated.)

CANAL CONSTRUCTION—THE DISMAL SWAMP CANAL.

Now, the eve of the nineteenth century, bids fair to become an era of canal building. The old adage that "history repeats itself" is certainly true in regard to canal construction.

Among the ancients, when civilization was confined entirely to the neighborhood of the ocean, inland navigation was very limited, and means of overcoming differences of elevation were unknown. The first canals were built for purposes of irrigation, and their enlargement to form navigable channels was an afterthought. The royal canal of Babylon, so enlarged about 600 years before Christ, is among the earliest recorded in history.

The first canal in this country was built in 1793 around the falls of the Connecticut river, at South Hadley, Mass., and from that time up until the late civil war, much attention was given to the cause of internal improvement, and enormous projects were undertaken.

After the war speculation in canals was checked by the building of railroads, and canals were considered out of date, neglected, and abandoned in some instances, and seemed destined to be supplanted altogether by railroads; but recently the people have begun to realize that they are the cheapest mode of transportation. Everything has cheapened, especially farm produce, consequently the farmers are complaining of the unjust discrimination of railroad corporations, and are clamoring for the reconstruction of the old canals and the building of new ones. A proud nation coming out from war fresh with a grand victory, is an impetus to the capitalists to invest their money in gigantic enterprises, which seem almost superhuman to accomplish; and they are keen-sighted enough to foresee the popular demand and to meet the exigencies of the occasion.

The question of the construction of the Nicaragua canal is now attracting the public attention, and will, no doubt, be constructed in the course of a short time; if not by the Government, then by a private corporation.

The Erie canal has recently been enlarged, and now, another link in the chain of the long-proposed ship-canal along our coast, has been consummated by the reconstruction of the old Dismal Swamp canal; and, in mentioning this canal, I venture to give a portion of its history, as it is one of the oldest and most important in this country.

The Dismal Swamp canal runs nearly north and south through the eastern edge of the Dismal Swamp, and connects the estuary of the Chesapeake on the North, with the great Sounds of Carolina, on the South, and by a link of only 22 miles, uniting in inland navigation the waters of about five States of the Atlantic seaboard. This canal was chartered by the States of Virginia and North Carolina, in 1757, and both States subscribed liberally to the stock. The Government also became a large stockholder in this enterprise. George Washington was one of the first subscribers to the stock, and heartily favored the opening up of this canal and the development and reclamation of the Dismal Swamp. Washington made several surveys and found out that the swamp was a decided water-shed, and was considerably higher than the adjacent lands.

The first vessel passed through the canal in 1822 and it was finally completed in 1826. The cost of cutting this canal was immense, as it was dug out by hand with spades and shovels.

The opening up of this inland waterway at that time afforded a line of communication for small vessels between the Chesapeake Bay and the Albemarle Sound, and permitted them to avoid the dangerous coast of Hatteras; and also provided a means of access to the vast forest of timber within the confines of the swamp. This canal was kept in good condition until about 1861, and afterwards scarcely any improvements were made, consequently it gradually filled up and was nearly abandoned by its defunct owners, until several years ago a company of Baltimore capitalists, seeing the advantages of this route, purchased the canal and gave the contract to a well known dredging company to enlarge. This company began work February 15, 1896, in earnest, with latest improved hydraulic and dipper dredges and have succeeded in nearly completing it, and it will shortly be opened for navigation. The canal has been considerably widened, two of the four locks abandoned and has been cut on a level at the bottom, with a depth of water at ten feet. About one million dollars has been expended in this enterprise.

The question of the government purchasing this canal and converting it into a great ship canal, to permit the ingress and egress of our war vessels and merchantmen through this inside route has been frequently agitated, and the government has made several surveys of this route. The feasibility of this scheme cannot be questioned. In case of a war with a formidable foreign power such a route would no doubt be a great protection to our commerce. During the war of 1812-15 there was no inland communication between the Chesapeake Bay and the Sounds of Carolina. The want of such a route at that time was deeply felt by our infant navy for the transportation of naval stores, etc., which was necessary to its expansion and maintenance. Great Britain, with her superior navy, policing our coast and occupying Hampton Roads, cut off our outside means of communication.

After this war, seeing the advantages of this route, Congress made a liberal appropriation for the completion of the Dismal Swamp Canal, which had been commenced in 1787. The completion of this canal led to the opening of several similar canals along our coast, until to-day we have practically an inland waterway for very small vessels from the Lakes to the Gulf. But these waterways need improving so as to admit large vessels. Senator Penrose, of Pennsylvania, recently introduced a bill in the Senate relative to purchasing some of these coast canals. If Congress fails to purchase any of these canals it should by all means aid in their improvement. With a system of ship canals along our coast, our fortifications further strengthened and the completion of our new and powerful navy we would have no fear of any power—in fact, we would be invincible against a hostile fleet.

R. E. B. STEWART.

AGE BEFORE BEAUTY.

A social saying, but one that should be considered, especially in whiskies. Any chemist can make a beverage sold as whiskey, that will look beautiful, but the strength and purity will be missing. What is needed in whiskey, especially among invalids and persons suffering from debilitated stomachs, is absolute purity—in whiskey, this comes not only from distillation, but from age. The G. O. TAYLOR Pure Rye and Bourbon Whiskies are seven summers old before they are bottled and sealed. Chester H. Graves & Sons, the bottlers, of Boston, Mass., guarantee these whiskies to be absolutely pure, and they can be retained by the most delicate stomach. Physicians' prescriptions invariably read: "G. O. TAYLOR Pure Rye and Bourbon." If they are the best for the invalid, why are they not the best for the man socially inclined? The MONTECELLO HOTEL sell these goods, and if you will sample them you will acknowledge that age comes before beauty, especially as regards whiskey.

THE Joseph Brown STORE.

Spring Dressing.

With eastertide four weeks distant, the intervening time must be wisely employed if the new gown is to be seen in its full beauty—its highest glory.

Buy NOW.

The Brown stocks are in their prime and arrivals within the past 3 days have strengthened already strong aggregations.

Of Silken Sheen.

You may well scan the Louisianes. Dainty checks of blacks and white overshot by distinct stripes or plaids of color. The combination creates the novel. 1.00 the yard.

Stripes of white relieve an otherwise solid Taffeta and form a smart combination. Several Shades. 1.00.

Stripes this season are pre-eminent. Another queenly specimen in solid color about 1½ inches wide, relieved by zig-zag stripes of white. 1.00.

For an evening waist or vest front Polka dots are strikingly new. Nile, Cerise, White, and Turquoise ground, surmounted by raised dots of same shades. 1.00.

Stripes of Cerise, Purple, Green, Blue, combined with those of white, are exhibitions of the simply effective. 75c.

A story of a few. Many others unmentioned.

Crepons.

In great favor. Probably never so popular.

One that retains color, as low as 50c.

The dollar grade—42 inches—75c.

Others 42 inch, at 1.00.

The blister weaves are most striking. Some of them just in. 42 in. at 1.50, 1.75, 2.00.

Such as we show, are sturdy specimens.

40 Inch Coverts

One of the fetching creations. Shades adaptable to maid or matron. As to wear neither will be disappointed. 50c.

50 Inch Cheviots.

Dependable to the furthest. Good dust shedders they are, therefore continued wear does not impair sightliness.

50 Inch Broadcloths.

Useless to refer to broadcloth characteristics. Their value is proverbial. Shades galore. 75c.

Linings.

An assortment that will regale the lining expert.

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Joseph Brown, 220 Main St.

Popular Studies in European History



FEW PEOPLE have time to become familiar with the world's history. There is too much of it and life is too busy and too short; besides we are making history and the quantity is steadily on the increase. Yet even with the multiplied duties of life, people who are aiming toward breadth of culture and intelligence cannot afford to be ignorant of the great events of earlier times, the formative periods in the histories of nations, and the great statesmen who in action if not always in thought and spirit were the world's prophets.

Virginian-Pilot's Home Study Circle

offers for the spring term a very attractive course in the history of Europe. Ten studies in all will be taken up. These are as follows:

1. MOHAMMED.
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5. THE ITALIAN REPUBLICS.
6. THE OTTOMAN TURKS.
7. THE MOORS IN SPAIN.
8. THE HANSEATIC LEAGUE.
9. THE HUGUENOTS.
10. PETER THE GREAT.

The first article in the series was published last Sunday; the second, "Charlemagne," by Dr. Munro, Professor of Mediaeval History, University of Pennsylvania, will be published to-morrow, and the other studies in this course will appear each Sunday.

Specialists in history have been secured to prepare these studies. Professor Grosvenor, of Amherst College, who prepares the papers on "Mohammed" and "The Moors in Spain," was for several years at the head of the department of history in Robert College, Constantinople. He has traveled extensively in Asia and Europe and his books show thorough familiarity with the history of eastern countries. No better men could have been secured than Dr. Munro, of the University of Pennsylvania, Dr. Fellows, of the University of Chicago, Dr. Harding, of the University of Indiana, and Prof. West, of the University of Minnesota, to assist in these studies.

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